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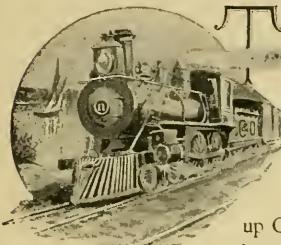
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# HIGHWAYS AND WATERWAYS OF AN HISTORIC REGION

F. S. PRESBREY.



To the student of history, or the casual reader who finds delight in that peculiar romance which intertwines itself among the more hardy realities of colonial life and times, the vine-covered hills and sunny valleys of Virginia will always be a region of unalloyed interest. Its early struggles, its resplendent achievements, its blood-stained and hallowed memories form a most striking background upon and into which has been interwoven a wealth of romance and legendary lore, which, taken as a whole, lends a charm unknown and impossible to any other section of the Union.

It is now nearly 300 years since that hardy band of Englishmen sailed slowly up Chesapeake Bay and began the building of American history and Jamestown at the same time; and yet, for every one of all those years,

there are landmarks, and relics, and interesting legends, and tales of love and war, to entertain the curious and to interest the student. There is record enough, in letters and pictures, and chronicles of the times, and the ruins of towns and churches, to enable us to follow the eventful life of those early colonists with comparative completeness.

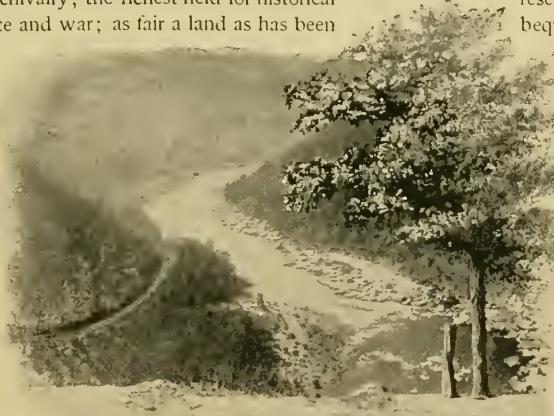
Here was the scene of many an encounter in the old colonial days between the newcomers and the savage; between the Briton and the French; between the red-coated soldiers and rebellious colonists; and, finally, between the great Northern and Southern armies.

Surely no land in this western hemisphere has been so hallowed and rendered so dear to its people as has Virginia by the life-blood of her sons so freely given, by her struggles, her wars, her disasters, her victories. What a glorious roll-call: Captain John Smith, Lord Delaware, Lord Berkeley, Nathaniel Bacon, Patrick Henry, George Washington, Thomas Jefferson, and down the years to Stonewall Jackson and Robert E. Lee.

The home of the first aristocratic families in America; the birthplace and cradle of statesmen; the home of gentleness; the school of chivalry; the richest field for historical research in the western hemisphere; the land of romance and war; as fair a land as has been bequeathed by the Creator to man; such was, is,

And in these modern commercial turmoil and the clash of arms, this has been brought almost the fast-flying vestibule road—the Chesapeake of the times in which a striking contrast with travel in those early Then the great natural Mountains, deadened, bitions of the hardest

Now the traveller, in a Pullman, soars over wings of steam. The Railway is one of the ed systems in the United unbroken length from Washington and Old Point Comfort on the East, to Cincinnati on the West, and, in connection with the "Big Four" and Pennsylvania Railroad, runs solid trains through from New York to Chicago and St. Louis (which latter point is reached several hours quicker from New York than by any other line), and withal gives the traveller a wider view of historical places and more lovely mountain scenes than is obtainable by any other route.



[“The Blue Ridge and Alleghany mountains are wooded to their tops and look as green as the hillsides around Lake Maggiore.”]

days—these days when strife have supplanted land of romance has to our very doors by trains of a great rail-&Ohio, a fitting symbol we live—and furnishing the primitive modes of days of colonial life, barriers, the Alleghany if not defeated, the am-explorers. luxuriantly ensconced them in a night on the Chesapeake & Ohio most perfectly appointed States. It stretches in

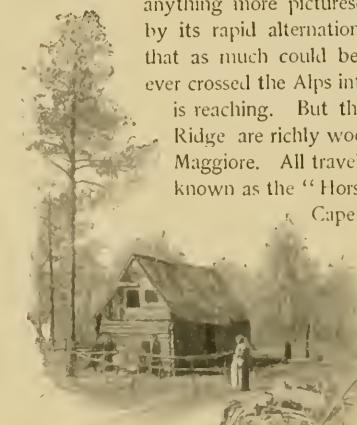
None of the various crossings of the Alleghanies and their neighboring ranges compare in extent of bold mountain scenery with that traversed by the Chesapeake & Ohio. All are striking, but on this line the trains whirl the tourist for hours through wonderful scenes such as on other lines are confined to much narrower limits, even where they are presented at all. As an example, along the New River and the Greenbrier there are many miles of views which rival or surpass the widely noted Delaware Water Gap. The secret of this lies in the fact that this line encounters the greatest number of parallel ranges, while the altitudes increase as the mountains run southward toward the crowning summits, the highest east of the Rockies.



rama are equally interesting, and richly repay attention. The Great Natural Bridge, the Grottoes of the Shenandoah, such well-known mountain resorts as the Virginia Hot, Warm, and Healing Springs; Rockbridge Alum, Greenbrier White Sulphur, Red Sulphur, Salt Sulphur, Old Sweet and Sweet Chalybeate Springs, "The Alleghany" at Goshen, and the Gladys Inn at Clifton Forge, the "New Intermont" at Covington, the Falls of the Kanawha, the renowned battle-fields of the Revolution and the Rebellion, the charm and interest of Richmond and its vicinity, the beginnings of American history on the James, and the beautiful waters of Hampton Roads, may be mentioned as chief among the many attractions which the line presents.

He who can travel by it unmoved ought to be placed on the Jersey Flats, and forbidden the sight of anything more picturesque than a machine shop. There is a famous road in Italy which attracts by its rapid alternations of dark tunnel and picturesque valley, but it is no exaggeration to say that as much could be abstracted from the Virginia line without being missed. Every one who ever crossed the Alps into Italy remembers the zig-zags from which he looks down on the valley he is reaching. But the hills around are bare and hard. The generous Alleghanies and the Blue Ridge are richly wooded to their tops, and look as soft and green as the hillsides around Lake Maggiore. All travellers by the Pennsylvania remember that attractive piece of fancy engineering known as the "Horseshoe," and nobody has gone to California without recalling the doubling of

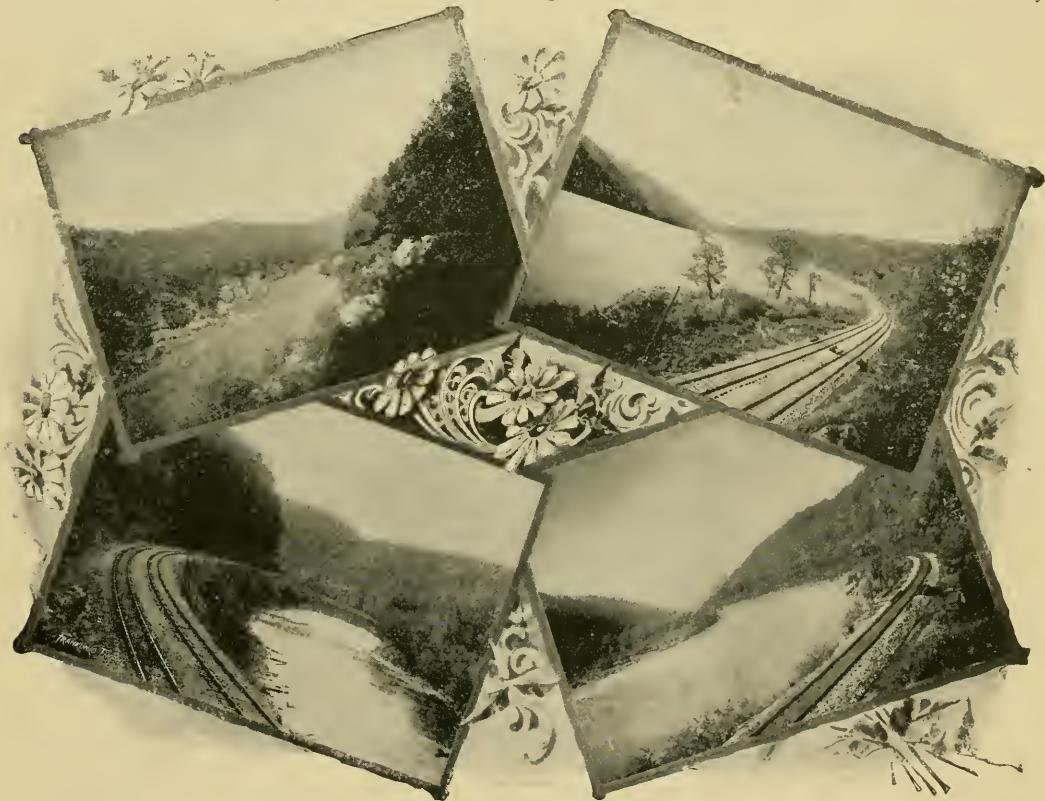
Cape Horn—where your train winds up and around the high brow of a mountain as if to give you a look at the valley below. The traveller across the Virginias by the Chesapeake & Ohio can have delights like these again and again repeated. The Rhine owes no little of its attractiveness to the battlements on its steeps. The New River is not, indeed, like the Rhine in breadth and depth, but it has features of its own. Now it is a broad stream, leisurely chattering to the woods that overhang it; anon it is in a narrower bed scalding the rocks, as large as houses, that have intruded themselves upon it from the hillsides, of which they grew weary. But



[“On the Greenbrier there are many miles of views which surpass in wild and romantic scenery the widely noted Delaware Water Gap.”]

for giant cliffs, eagles' nests, lovers' leaps, Drachenfels, and mountain fastnesses in ruins, the New River can compete with any stream in travelled lands, and with this difference in its favor: that no cunning count or baron bold piled up these frowning battlements. Geological forces, in an omnipotent hand, and with an unlimited time in which to work, placed these precipitous, castle-like crowns on the wooded hills, and gave them a peculiarity not seen elsewhere, namely, that behind them corn and wine abound; for the Alleghanies are fertile to their summits. As one is whirled along, it is difficult to say which challenges most admiration—the river below, the cliffs above, the graceful lines of the hills, the moving shadows over the green slopes of the mountain-sides, or the sublime audacity that dared to run a railroad through such a region.

The main line of the road is built upon the trail of the aborigines and the early settlers who penetrated the Alleghany Mountains. The Sandusky Indians came down from Ohio on their annual hunt, leaving their old and rheumatic at the springs to be cured of their ills. The stage coaches between Virginia and the Ohio River later followed the same route. The James River division is laid upon the line of the old James River and Kanawha Canal, which, in turn, was a development of the James River Canal, of which George Washington was the first president. So, it is not strange that we find ourselves riding in a vestibuled car over the road which Patrick Henry



[“No other line spanning the territory between the Atlantic Ocean and the Central States can compare with it in the wealth of scenic attractions.”]

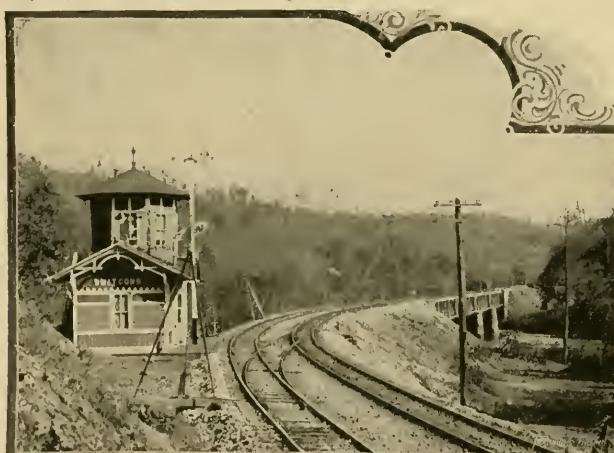
travelled on horseback when he went from Hanover Court House to Williamsburg, or that we stop for a few hours in Richmond and visit the church where he raised his mighty shout for liberty or death. From the train we see Monticello, the home of Jefferson, and the University of Virginia, which he founded and nurtured.

No other line spanning the territory between the Atlantic Ocean and the Central States can compare with the Chesapeake & Ohio in the wealth of scenic attractions, as it is undoubtedly the most beautiful line, of equal length, in America. Every portion of the route possesses its peculiar and individual charms. One, because the traveller views a land historic as the place where the hardy colonists first strove to gain a foothold in the new world, where the primeval savage was first overcome, where the life and manners of the mother country found their closest counterpart, and where the great leaders of the greatest movement for freedom the world has ever known were born and raised the cry of liberty. Another, because it has been the theatre of two wars, the meeting-place between great armies, the memory of whose conflicts will last as long as history itself, and a third, because it gives the traveller glimpses and broad views of mountain scenery unsurpassed anywhere on the American continent for picturesque loveliness and startling grandeur.



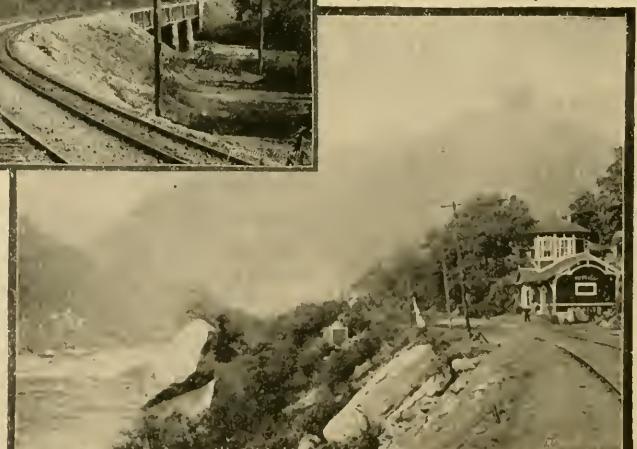
[“The mountains about the Hot Springs are rich in romantic scenery, and graceful water-falls abound by the score.”]

The train service of the line is famous. The “F. F. V.” is one of the most perfect and popular trains in the world, as well as the only vestibuled, electric-lighted train with through dining-car running between New York, Philadelphia, Baltimore, and Washington in the East, and Cincinnati, Louisville, Chicago, and St. Louis in the West,



orange—the company's standard color—from front to rear, and presents a strikingly handsome appearance. A special feature this season, and one which all lovers of the beautiful in nature will appreciate, is the observation car which is attached to the F. F. V. between Hinton and Cincinnati, a daylight ride of 300 miles, affording unobstructed views of the matchless scenery through the New River cañons and along the banks of the Kanawha and Ohio, streams famous for their picturesque and romantic scenery throughout the entire world.

Leaving New York at 5 P. M., Philadelphia 7.40 P. M., Baltimore 9.55 P. M., and Washington 11.10 P. M., it passes through the glorious mountain scenery of the Alleghanies and reaches the celebrated Springs region of the Virginias next morning, and Cincinnati at 5.45 P. M. The entire equipment is brand-new and furnished with every appliance for safety, comfort, and luxury. The train is painted a bright



[“The equipment of the Chesapeake & Ohio is perfect, the entire line being operated on the block system, and laid with the heaviest rails, rock ballasted.”]

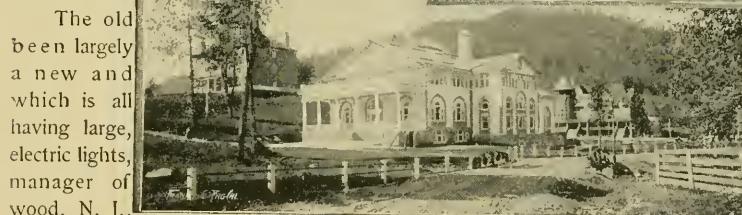
Among the many resorts on the Chesapeake & Ohio is the famous Hot Springs, of which more will be heard and said during the next generation than any other in America. It is in the beautiful Warm Springs Valley, reached by a branch from Covington, is surrounded on all sides by rugged mountain peaks and ranges, and seems all the brighter and fresher for this proximity.



Nowhere in this country has Nature revealed herself in fairer form or bestowed her blessings more bountifully, and, it may be added, nowhere has man taken advantage more fully of the bounties thus bestowed. In the very heart of the Appalachian Mountains, this valley has long been a noted resort for health and pleasure seekers. Since the time of the Sandusky Indian, who was accustomed to bring here his aged and rheumatic, the wonderful healing springs, the invigorating air, and the

marvellous beauty of the spot have proven attractions irresistible to multitudes. Until recently only accessible by stage, and with crude and unsatisfactory arrangements for the comfort and convenience of the visitor, the region has been known to, and visited by but a small portion of the constantly growing army of American tourists and pleasure seekers.

To-day all is changed. Taken in hand by a number of far-sighted, liberal-minded men who have spent lavishly time, thought, and money, the valley has been brought within twelve hours of New York and Cincinnati and less than eight hours from Washington, with through Pullman Car connections.

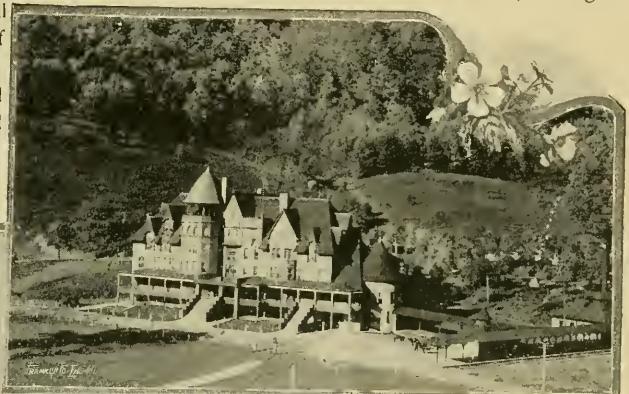


[*"The beautiful hotel, 'The Virginia,' and the finest bath-house in the world are recently completed features of the Hot Springs."*]

In addition to "The Virginia," include the "Homestead," one of the most delightful hosteries, large, roomy, cheerful, and homelike. Above all, however, the crowning glory of the valley, beyond what Nature herself has given, is the new bath-house, which cost over a quarter of a million dollars, and is said to be the finest and most complete in the world. Built only after the most careful planning and consultation, including visits to the most famous spas of Europe and the investigation of all the methods of treatment in vogue, every desirable appliance known has been added to make the equipment perfect. It is said that no other establishment of the kind in the world combines within itself so much that is efficient in the treatment of the ills flesh is heir to. Douches, plunge baths, Turkish baths, Russian, vapor, needle, massage, and sun baths, electric, medicated, and mud baths, all are arranged for, and may be enjoyed under most agreeable conditions.

These are for the invalid, the semi-invalid, and the man who is "out of sorts" and wants to be "braced up." For those seeking recreation the valley has much to offer. "With miles of romantic and beautiful drives over perfect roads, smooth boulevards, mountain roads, fascinating walks, forests and meadows, cliffs and caverns, cascades and brooks," there is something to meet the wishes of every one.

Sparkling streams filled with trout; the surrounding mountains abounding in deer, as well as an occasional bear; with good horses and dogs, and tennis courts and bowling alleys, the jaded man and woman can find every variety of healthful rest and recreation to suit all inclinations.



Accommodations have increased by the addition of palatial hotel, "The Virginia," that the term modern implies, airy rooms, steam heat, elevators, etc. Mr. Fred Sterry, "The Lakewood," at Lakewood now has entire charge of Hot Springs, which, in addition to the most delightful specimens of the true colonial

million



The altitude of the valley (2,500 feet), and its protection by the surrounding mountains from wind storms and sudden changes, combine to produce a temperature safe in winter and delightful all the rest of the year. The humidity so often experienced in mountain regions is here unknown, fogs and mists are rarely seen, and the clear dry air is laden with invigorating ozone.

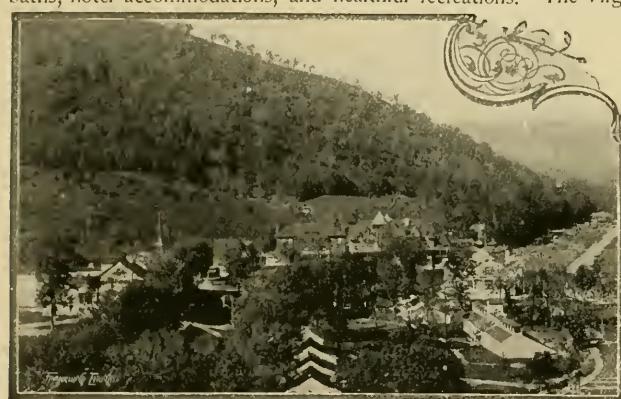
With perfect hotels, admirably conducted, and the most charming and carefully restricted cottage life of any similar resort in the world, the time is at hand when to admit unfamiliarity with the Hot Springs of Virginia is to proclaim one's ignorance of that which is most noteworthy among American resorts.

They can be reached by the Chesapeake & Ohio in 14 hours from New York, 12 hours from Philadelphia, 9 hours from Baltimore, 8 hours from Washington and Richmond, 10 hours from Norfolk, and 12 hours from Cincinnati, and it is worthy of note that the unequalled medicinal waters of this famous valley are so accessible to the populous regions of the country, and that no other region offers similar attractions or equal facilities in the matter of convenience, climate, baths, hotel accommodations, and healthful recreations. The Virginia Hot Springs Co. is expending upward of



[“The Hot Springs has the most charming and carefully restricted cottage life of any similar resort in the world.”]

one million dollars in improvements, and will soon have, if indeed it has not already, the grandest sanitarian and pleasure resort in the United States.



[“The valley, protected by surrounding mountains from wind storms and sudden changes, has a delightful climate all the year.”]

is of the pure old Virginian style of architecture, large, cool and inviting, and admirably kept.

For three generations these springs have been visited by people from all parts of the United States and foreign countries, and even when it involved a long and tiresome journey in primitive stage coaches they were a favorite resort of the wealth and fashion of Virginia and the South. The ball room with the hotel—a peculiarly Southern institution—is one of the finest in and has been the scene of many joyous occasions, and of many conquests.

Three miles from the Hot Springs in the opposite direction from the Warm Springs are the Healing Springs, which for more than a century have been the Mecca for the ill, the waters being in thermal analysis almost identical with the German Schlagenbad and Ems. A visit to this beautiful valley will always be remembered with joy and pleasure. It is doubtful if any single territory offers greater opportunities for healthful recreation, or is more easily accessible from the populous centres. Visitors from New England or New York may make a considerable portion of the journey to or from the Hot Springs valley or other resorts on the line of the C. & O. by ocean

The same company which owns and has developed the Hot Springs also owns the famous old Warm Springs, just five miles distant, and reached by a beautiful, well-graded boulevard, which follows the entire distance one of the most fertile and romantic valleys in America. At the Warm Springs there are two great pools—one for ladies and one for gentlemen—supplied from separate springs, and each supplying more than 1,000 gallons a minute of crystal water at a temperature of 96° F. The hotel at the Warm Springs

.connected  
the State,  
doubtless



[“The mountains abound in game, some of which is by no means small.”]



on the commodious and beautiful steamers of the Old Dominion Line, which leave New York at three o'clock in the afternoon and reach Newport News, Norfolk, and Old Point Comfort early the next forenoon.

How much is contained in this bare statement! To the traveller it means a delightful sea-voyage of eighteen hours—then direct connection with through trains for the West or South. To the tourist it means, after the ocean trip, many delightful days spent amid peaceful, and restful, and intensely interesting surroundings. To the antiquarian, the historian, the lover of the old days of colonial life long gone, it means the tracing of the foot-prints of the early English settlers struggling to gain a toothold in a strange and hostile land. To the tired and careworn business man, weary of the incessant bustle, and worry, and turmoil

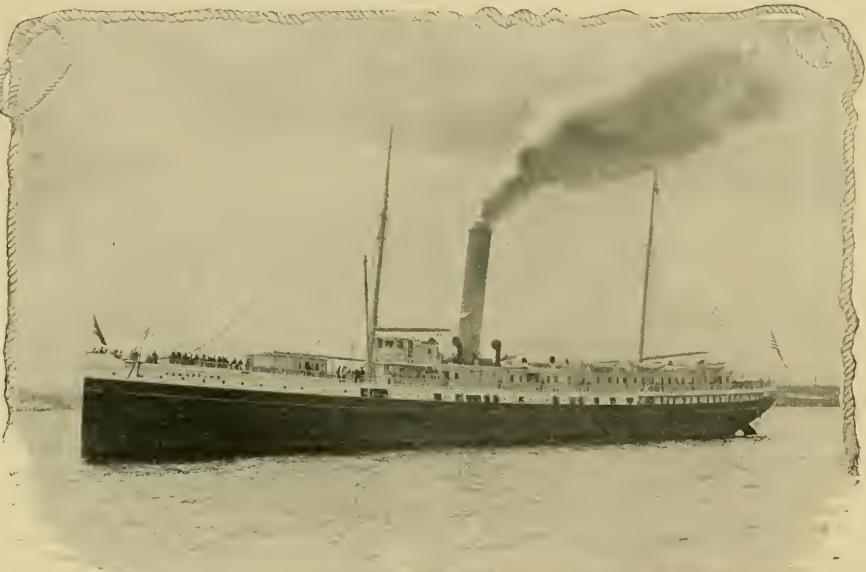
of city life, it means days of quiet where the air, fresh and exhilarating, comes bearing to him a quickened pulse, a brightened eye, a new lease of vigorous life. How potent the attraction of a summer voyage to the average man! What comfort to get away from the heated and crowded city, and after an invigorating day and night on

old ocean, find one's self lazily lounging or strolling on one of the finest beaches in the world; where the water and air for 3,000 miles straight away are untainted by contact with city life; where there is neither work, nor worry, nor noises; where the charlatans and tricksters do not make the very air, and sea, and sky hideous with their noises and money-making contrivances; where the turmoil and crowding of the great resorts, popular with the multitude, are not found, and where the tired body and mind may, in peace and quietude, gain renewed strength and health. What calm

happiness to stroll through quiet, old towns and sleepy churchyards; to drowsily watch the centenarian negro and the ragged pickaninny engage in noisy competition "fuh de gen'man's luggage, sah"; or to drive lazily from

[“The steamships of the Old Dominion Line are thoroughly modern, patterned upon the best models of the day, strong and handsome as any ‘ocean greyhound.’”]

point of interest to point house or the Soldiers' Home quaint and all but forgotten What restfulness to float in the world; to follow the first English settlers, and thence to Jamestown; English church and there to marking the final resting-place of Mrs. Blair, wife of the Mary College, and there to vast throng of gallant men have made so brave a of the Old Dominion State, have just been added to already large fleet—the “Yorktown,” so appropriately named after these two famous historic points—are thoroughly modern vessels in



for hours together on one of the loveliest bays path traced by the three little barks, bearing from the mouth of Chesapeake Bay to Hampton, to stand in the shadow of the ruins of the first read the half-obliterated names on the flat stones, places of Lady Frances Berkeley and Mrs. Com-founding of William and rest and idly dream of the and handsome women who showing in the Vanity Fair The two new boats which the Old Dominion Line's “Jamestown” and the



every respect, patterned upon the best models of to-day, strong and handsome as any "ocean greyhound," luxuriously furnished, with large and airy staterooms, electric lights, best of service, and excellent cuisine, and every possible arrangement for the comfort and safety of their passengers. Going on board either of the vessels for the first



three-thirty you find yourself steaming past ferry-boats, freighters, emigrant boats, ocean-liners—all manner of quaint, and curious, and interesting floating craft; by four, you have left the Goddess of Liberty far behind and are fairly started on your anticipated trip. As the city fades from view the vessel calls for your attention. From deck to stateroom and parlor, from parlor to dining-room, from dining-room to smoking-room, from bow to stern, and from the upper deck to the steerage you make your investigating way, to find everything clean, handsome, and strong.



"The interior finish of these beautiful steamships is as rich in woodwork and luxurious in upholstery as that of a palace."

By the time your investigation is over and you are satisfied that the arrangements are complete for a comfortable night, you are called to dinner.

After dinner, it is a game of whist, a cigar, a book, or a quiet chat on deck, where one is tempted by the brilliant, moonlit beauty of the scene to spend the night. The hours slip away unheeded, and when at last you prepare to go below, you are surprised to find how late it has become. You feel already that work and worry are left far behind; a strange contentment with your surroundings steals over you, and you wish the night and the ride might continue indefinitely—forever. And when you do reach your comfortable bed, such sleep is yours as you have not known for years.



It is curious to note the change produced in a few short hours by the shifting of the scenes, the release from the grind of every-day life, the getting away from the heated city, the breathing of the soft salt air, pure, and fresh, and cool. The next morning you are up early, refreshed by your sound sleep, and, after a substantial and well-served breakfast, ready to get out on deck where you may enjoy to the full the early morning on the sea. In all nature there are but few scenes to compare with this. Everywhere, as far as the eye can reach, you see nothing but the boundless ocean—but soon you discover far to the southwest the dim outlines of the low shores about Capes Henry and Charles. The fleet vessel bears you speedily within their lines, and into the peaceful and beautiful waters of lower Chesapeake Bay, where the landing is made at famous Old Point Comfort. All is life and gayety about the pier; groups of pretty girls—you wonder where they all could have come from—handsome army officers from the fort in

time, the passenger is surprised by the immensity of the boat first, then by its beauty of shape and finish, and finally by its cleanliness. To the worried man or woman getting away from the city for a few happy days or hours, the interest of the trip begins with the putting of foot on the gang-plank. The busy scenes, ever recurring as a boat is about to sail, are always of intense interest to one making a first trip, and never wearisome even to the most "hardened" sailor. Leaving desk, or office, or home at two or half-past, the busy dock is reached at three; by



dazzling uniforms, and hordes of darkies and wharf roustabouts.

After a brief stop at Old Point Comfort, the steamer proceeds to Norfolk, which is directly across the bay. This is one of those Southern cities in which the old has long struggled with and been finally overcome by the new order of things. With the new life vigorously pushing out and obliterating the old, there are yet many of the landmarks of generations gone to attract and entertain the chance visitor, the antiquarian, or the historian. There are some handsome old homes, a number of delightful drives, and many a point of interest in and around the city, about some of which are related most romantic stories of the late war. Chief among the attractions here, however, as at most of the first settlements made by the early English colonists, is the picturesque moss-grown church. In St. Paul's may be seen some of those curious old epitaphs in which so many of our forefathers seemed to delight. Among the stones intact are those marking the graves of the wife of Nathaniel Bacon and William Cowper's two wives.

From Norfolk a ride of about thirty-five minutes carries the tourist to that world-wide famous



[“There are many points of interest in Richmond, including the old Washington headquarters.”]

From Norfolk it is also but a short sail to Newport News, the connecting-point between the Old Dominion Steamship Company and the Chesapeake & Ohio Railroad. Here the C. & O.’s passengers from the West are transferred without delay to the Old Dominion steamers, to continue their trip to New York by water. Here also the Old Dominion steamers, stop on the way to Richmond and Washington, these trips being among the delightful possibilities for those who have time to prolong their trip or who are westward-bound.

Connection for Cincinnati, St. Louis, Louisville,

[“Monuments perpetuating deeds which have gone down to history.”] spot, Virginia Beach, and there are few prettier places on the Atlantic coast. But one or two beaches in the world can compare with it. Smooth as any floor, sloping gently from the land level, without undertow or quicksands, and with water warm, and clean, and pleasant, the bathing is unexcelled anywhere. Facing the water, and not a hundred feet away, is the substantially built and modernly equipped hotel, The Princess Anne, one of the best seaside hotels to be found anywhere south of Atlantic City.



[“The Capitol Square in Richmond is a lovely park, with graceful monuments and stately public buildings—one famous as the seat of the Confederate Government.”]

Chicago, the West and South at Richmond or Washington, heart of Virginia, or, even better, of going one way by water and returning by rail.

That such a trip from New

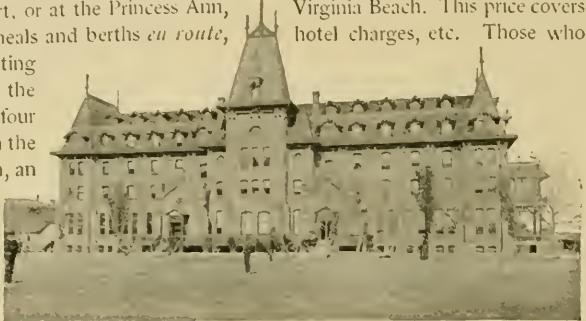
generally, may be made either at Newport News, as already stated, or thus giving the tourist the option of going by rail or water through the very

York to Old Point Comfort, Norfolk, and Newport News, or from there to Richmond or Washington; and return by boat or rail, can be made comfortably, without hurry, in from eight to twelve days, and at an expense for the entire trip for transportation not exceeding fifteen to twenty dollars, seems impossible, but, owing to the liberal management of the Old Dominion Steamship Co., is true. It is expected, however, that the shorter trip, from New York to

Old Point Comfort and Virginia Beach and return,

will appeal more largely to the man whose business demands that he shall be absent but a few days at a time from his desk. Special trip tickets are sold for about \$10.00, covering three days, one-half on the water and one-half at the Hygeia Hotel, at Old Point Comfort, or at the Princess Ann, every expense for the entire trip—transportation, meals and berths *en route*, are fond of the sea, and wish to enjoy a longer outing upon the water, will find the trips to Richmond by the Old Dominion line very inviting. They occupy four or five days, and can be made most comfortably in the beautiful boats in regular service, giving, in addition, an opportunity of visiting Richmond, than which no city in the country has had a more stirring history. It has within its limits and immediate surroundings many points of intense interest to the tourist. These are, without question, the most attractive trips out of New York City, the appreciation of which fact is daily attested by the increasing demand for rooms on the steamers of the Old Dominion Line.

The company has arranged a complete series of tours of greater or shorter length. Some include only the journey by water to Norfolk and its surrounding resorts; others, and to many the most enjoyable, give the traveller an opportunity of exploring many of the picturesque Southern rivers, which are navigable far inland from the coast line, and present



[“The Indian School, at Hampton, which stands as a monument to the late General Armstrong.”]



ST. PETERS NEW KENT CO. VA.

ST. N.



one who is undecided just where to go for a spring or summer outing cannot get better suggestions than by sending for the printed matter of this popular line.

It is doubtful if there is any one resort in America about which more romances or tender memories cling than Old Point Comfort. For many years there has been gathered under the hospitable roof of the great Hygeia Hotel—whose accommodations are so ample that a thousand guests may be comfortably cared for at a time—a gay conourse of the representatives of the world of politics, literature, and fashion. Here have come the happy brides and grooms of two generations. Here have gathered for rest and relaxation gray-haired statesmen, financiers, with their wives and blending in one happy throng which, common accord, to have for

seems



gotten care, and over to a full of *dolce far niente*, so spots—the Riviera of fair so much alike in all that go to make a

has been built so close to the water's edge that of high tide, is surrounded by broad porches of or night provide ample opportunity for out-of-door promenades or rest; while the beautiful and spacious ballroom, in which so many gay and happy throngs of fair women and handsome men have danced the hours away, has been crowded out over the very sea itself, which sends greetings in its invigorating and bracing breezes through the hundred windows.

The popularity of the Hygeia does not, however, rest alone upon its superb location. For years it has been known as a model hostelry, and its genial manager, Mr. F. N. Pike, is ever on the alert to keep its cuisine, service, and appointments up to the high standard which has made it famous. Every attention has been given to the sanitary arrangements, the plumbing and drainage being as perfect as can be found in any hotel or public building in the country. Careful attention is also paid to the water used for drinking purposes, nothing but pure rain water carefully filtered through Pasteur's germ-proof filter being used. The hotel is



[“During the bathing hours, the beach in front of the Hygeia is gay with a happy throng.”]

has given itself enjoyment of the spirit characteristic of two Italy and of Old Point Comfort—climate perfect. The hotel, which

it seems almost to be marking the limit almost interminable length, which by day

is

substantially built, luxuriously furnished,

with many of the rooms *en suite*, and fitted with all modern improvements, such as elevators, gas, electric lights, electric bells, oral annunciators, Turkish and Russian baths. There are also bath-rooms, furnishing hot and cold, fresh and sea water baths

on nearly every floor. Just a few hundred yards up the quaint and romantic old thoroughfare of Old Point, the tourist enters Fort Monroe, a grim old caricature of war—impregnable in appearance, but in reality what would be the veriest eggshell to the modern men-of-war should they turn their guns upon it. The moat, so suggestive of days of chivalry, is crossed by an ancient drawbridge, as in days of yore; but once through the tunnel, under the casements, the visitor finds himself upon the beautiful parade-ground, with its skirting of huge live-oak trees, which shed a welcome shade, and under which there gathers every evening a gay and happy assemblage to view the manœuvres of the troops on their daily dress parade. There

is about the old fortress an never-ending charm. Its history, both of war and peace, its beauty, its romance, all tend to fascination. One may idle hours away upon the soft green turf of the ramparts watching the white-winged messengers of commerce pass to and fro upon the deep-blue waters of the bay, which stretch out before the eye in beautiful panorama. The very breezes at the sea are tempered so as not to break the charm. There is about the spot an indescribable yet potent magic which makes one loath to leave. Old Point Comfort is particularly noted for the complete absence of the undertow so noticeable on beaches. Children participate in the surf, and during the summer months bathe directly in front of the brilliant throng of bathers.

Those who enjoy fishing will find the waters of Hampton Roads an ideal spot for the enjoyment of the sport, and every morning scores

of craft, great and small, leave the Hygeia filled with happy anglers. One of the favorite spots for the followers of Izaak Walton is at the Rip Raps, almost directly in front of the hotel, and about two miles distant. This famous old fort has cost the Government millions of money, and was intended as a defence for Hampton Roads against the incursions of hostile navies, but is now a ruin, whose only occupants are the few watchmen in charge, and whose granite walls are crumbling away. Nor is the Fortress the only point of interest to the visitor at Old Point Comfort.

Hampton, which is easily reached by boat, carriage, or electric cars, claims attention as being the point where the English first landed. They didn't remain long—tradition says "their departure was not made in seemingly nor orderly manner, but men think little of these things when

[ "Listlessly they watch the slowly ebbing tide." ]

flying from savages with murderous poisoned arrows and dreadful yells." Hampton is now the seat of the Hampton Indian School, a lasting monument to the late General Armstrong, where about one hundred Indian boys and girls and three hundred negroes are being educated; and the Old Soldiers' Home, one of the largest in the country. Both institutions are admirably managed, and with



in this country. Erected in 1636, St. John's has never been without a pastor and a congregation. There are many other interesting excursions which may be made either by water, or by carriage over most excellent shell roads, all of which will repay the visitor.



fascination, which

The bathing at Old Point Comfort is particularly fine, as there is strong and treacherous undertow, but the more northern visitors larly revel by the hour in the Hygeia, which is gay with a

Those who enjoy fishing



[ "The beautiful parade ground, surrounded by huge live oaks which shed a welcome shade." ]



their beautiful buildings and grounds well worthy the visitor's time. Last, though first of all in beauty and interest, is the quaint little English church of St. John, the second oldest now in use

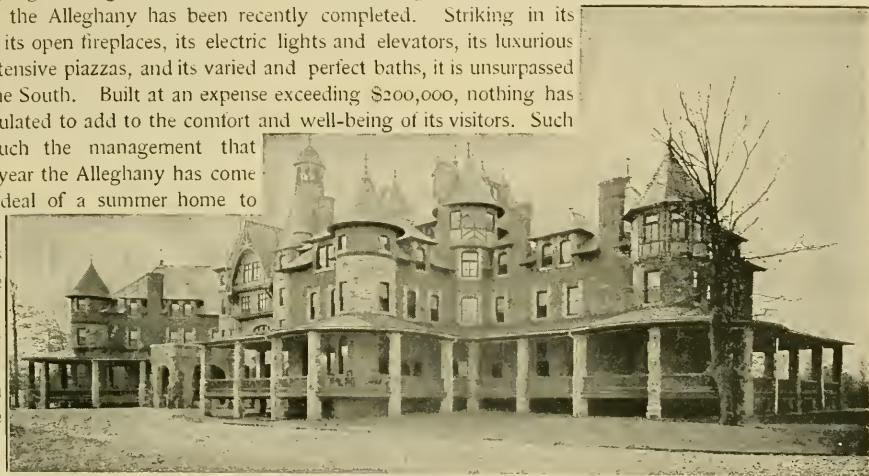


[ "One may idle hours away upon the soft green turf of the ramparts, watching the white-winged messengers of commerce." ]

All excursion tickets issued by the Chesapeake & Ohio Railroad may include stop-over privileges at Goshen when desired. Thus the road has anticipated the desire of a large proportion of their tourists to break their journey and to rest at so charming a spot. Goshen is on the main line of the C. & O., about one night's ride from Cincinnati; about five hours from Washington, and is the station where tourists take the narrow-gauge Railroad for Rockbridge Alum Springs.

At this point, high among the mountains on a commanding elevation, affording entrancing views of the surrounding country the Alleghany has been recently completed. Striking in its architecture, with its open fireplaces, its electric lights and elevators, its luxurious furnishings, its extensive piazzas, and its varied and perfect baths, it is unsurpassed by any hotel in the South. Built at an expense exceeding \$200,000, nothing has been omitted calculated to add to the comfort and well-being of its visitors. Such is the hotel and such the management that within one short year the Alleghany has come to be the beau ideal of a summer home to hundreds.

Amusements of all kinds have been provided, and among the features not often found in Southern resorts may be mentioned the excellent orchestra, which during



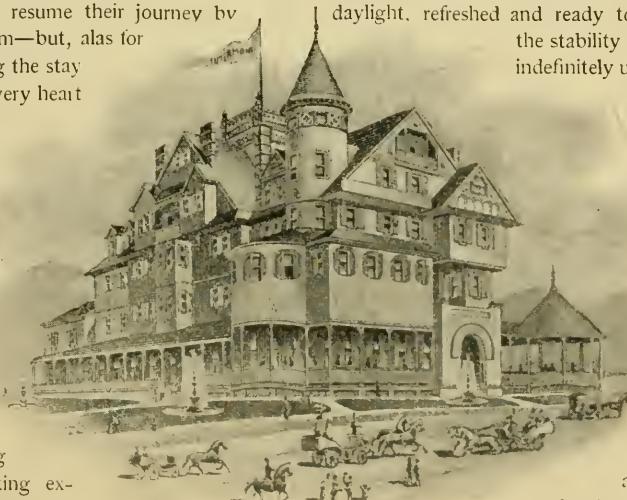
"High among the mountains on a commanding elevation, affording entrancing views of the surrounding country, the Alleghany has been recently completed."

the entire season contributes to the enjoyment of the guests. The air is pure and invigorating, the drainage natural and perfect, and the baths, medicinal, hot and cold, are calculated to make the invalid and the well alike stronger and healthier. The well-known Mr. J. Watkins Lee is proprietor of the Alleghany, and also of the Rawley Springs, Rockingham County, Va., a place full of varied and interesting attractions.

Few visitors to the great Springs region of Virginia fail to become acquainted with Covington, first because of its location, being the junction point of the main line of the Chesapeake & Ohio, and the new short line direct to the Hot Springs Valley; second, because the attractive features of the country immediately adjacent to the town compel attention. Here tourists to and from the Springs, as a rule, plan to remain over-night, that they may rest, and resume their journey by daylight, refreshed and ready to more fully enjoy the delights awaiting them—but, alas for temptation to prolong the stay

Situated in the very heart country," Covington to be found at no South, and is beside of as charming a world boasts. tion of the con- number of visitors has recently been which, towering them as they "F. F. V.," dis- to the fare await-

on a knoll overlooking Intermont" is a striking ex- architecture and is fully equip- to the well being of the luxuriously loving age. The view from the



"The view from the 'New Intermont' at Covington is beautiful and inspiring."

"New Intermont" is beautiful and inspiring. The mountains near at hand are filled with game, not always "small," and the huntsman cannot do better than to spend some time in this vicinity. The hotel is under the management of Mr. H. W. Snyder, who knows the country intimately, and under whose guidance every visitor may rest assured of a good time.



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No tourist to Virginia should lose the opportunity of visiting the great Natural Bridge, which is so easily accessible and so strangely and marvellously made. Accounted one of the "seven wonders" of the new world, there is perhaps no one freak of nature so mysterious, so unaccountable, and, at the same time, so attractive in its beauty as this majestic Natural Bridge.

Not the pen of the writer, the canvas of the painter, or the plate of the photographer can reproduce the imposing and majestic grace of this most exquisite example of Nature's architecture. One stands spell-bound as he gazes on that glorious arch, which spans one of the most romantic glens in the world. There is something mysterious and awe-inspiring in the superb proportions of this most famous natural curiosity. The place is classic, too, for they tell unbelievable stories about how Washington carved his name in the rock a couple of hundred feet high, and threw stones over the bridge itself. The bridge is 215 feet high, and has a span of 100 feet. Its width is 90 feet.

The admirable care that has been taken to preserve the natural wild and picturesque beauty of the glen which the bridge spans, the splendid mountain views on all hands, the beautiful waterfall and river above the bridge, these and other attractions make the place charming, and tempt the sojourner to tarry for days.

Ample accommodations for the constantly increasing number of visitors will be found at the Natural Bridge Hotel, a comfortable and admirably conducted place under the management of Mr. Charles H. Nair. The bridge is reached by the James River division of the Chesapeake & Ohio from Clifton Forge, where the lovely Gladys Inn affords comfortable accommodations for tourists who desire to break their journey, and one should as soon think of being for the first time in the vicinity of Niagara Falls and not viewing them, as to pass through this country without spending a day at least at the Natural Bridge.

A short distance west of Covington on the main line of the Chesapeake & Ohio is Allegheny, which derives its importance from the fact that it is the point at which all tourists visiting the Sweet Chalybeate Springs or the Old Sweet Springs, leave the train. The latter place, Sweet Springs, has had its pleasures sung and its glories recited for generations. There is perhaps no one place among the great number of resorts along the route of the Chesapeake & Ohio so dear to the hearts of so many, so loved by those who, season after season, in youth and old age, have steadily returned to "dear old Sweet Springs."

Located, as it is, in a more open country than most mountain resorts, it is yet within easy reach of as rugged and wild a region as this country affords. This location enables the visitor to go to Sweet Springs to enjoy all the advantages of the usual walks, and places before cession of beautiful bits of tained at any place more towering mountains.

flow from a valley of rounded by mountain scen-and grandeur. The water feature at the Sweet ally powerful tonic, and in afflictions, in diseases of culus affections it stands

The Sweet Springs Hotel, which accommodates more than 800 persons, is substantially built of brick, and contains one of the finest dining and ball-rooms in the State, which has been the scene of many brilliant gatherings.

The place is under the personal supervision of Mr. W. B. Bishop, and year after year the charming old house is the rendezvous of hundreds of the best representatives of the elite of both North and South, whose very presence attests the unwavering popularity of both hostelry and proprietor.



"No canvas can reproduce the majestic grace of this example of Nature's architecture."



"Sweet Springs has had its pleasures sung and its attractions recited for generations."

mountain home and, at more lovely drives and him a more charming suc-scenery than can be at-closely surrounded by

The Springs themselves attractive loveliness sur-ery of wondrous beauty is an especially attractive Springs, as it is an unusu-rheumatic and neuralgic the kidneys, and in cal-probably without a rival.

tel, which comfortably ac-tions recited for generations."

In the foregoing pages, several places of interest have been referred to which deserve more complete description.

Most noteworthy among them is Newport News, Va., the Eastern deep-water terminus of the Chesapeake & Ohio Railway, and the point where connection is made

with the Old Dominion Steamers for New York, and with the boats of the Merchants & Miners' Steamship Line for Providence and Boston. Here, by foresight and enterprise, a city has been made to spring up which has already attracted much attention, and is rapidly coming to the front as a manufacturing and commercial seaport. Nature has blessed this new Virginia city with one of the finest and most commodious harbors in the world, a condition which man has not forgotten to take advantage of, as is evidenced by the constantly increasing export business, which aggregated upwards of \$10,000,000 in 1893. The feature of Newport News which has probably attracted widest attention is the great shipbuilding plant which Mr. C. P. Huntington, of railway renown, has caused to be erected there; it is known as the Newport News Shipbuilding Dry-Dock Company, and covers seventy-five acres of land, with a water frontage of a half-mile. In the centre of these works a mammoth dry dock has been constructed, capable of taking in the largest vessels afloat. American and European experts in marine and

naval construction unite in declaring this great shipbuilding establishment, with its modern equipment, and appliances for handling material, the substantial character and convenient arrangement of its buildings, the finest and most complete in the world.

The accompanying illustrations will give some idea of the magnitude and character of this ship-yard, which has a capacity for building ten large vessels at one time, and has already acquired an international reputation for doing excellent repair work on quick time, and at reasonable charges.

During the past three years, scores of vessels of large size have dry-docked and repaired at Newport News, among them the American Line Steamship "New York," on which a vast amount of work was done in a short space of time.

As an illustration of the rapidity with which vessels can be constructed at this yard, it may be stated that recently a 5,000-ton steel steamship, 406 feet long and 48 feet beam, was built in seven months' time.

This steamship, which proved to be a speedy craft, was subsequently sold by her owners to the Brazilian Government, and is known

[ "The magnitude of these works is such that ten large vessels may be built at one time." ]

as dynamite cruiser "Nictheroy." Among other contracts recently made by the Newport News Shipbuilding & Dry-Dock Company is one with the United States Government for three gunboats known as 7, 8 and 9, which will be marvels of naval architecture in design, material, and workmanship.

The rapid growth of Newport News from a well nigh barren plateau to a city of some 8,000 people, is the result of the wise management of the Old Dominion Land Company, which owns many thousand acres of land, comprising the town site and farm lands on the lower Virginia Peninsula. The policy of the company has been a conservative one, designed to encourage steady and substantial growth. The beneficial results of this policy are now apparent in the healthy business condition prevailing, and, as a result, many capitalists are now looking to Newport News for profitable investments, realizing that when the general improvement in business throughout the country takes place, Newport News will respond at once and make farther progress in population and business enterprise.



[ "The plant covers an area of seventy-five acres, and has a water frontage of one-half mile." ]



[ "The magnitude of these works is such that ten large vessels may be built at one time." ]

More complete information about this growing city may be had of C. B. Orcutt, No. 1 Broadway, New York, the President of the several Newport News corporations referred to.

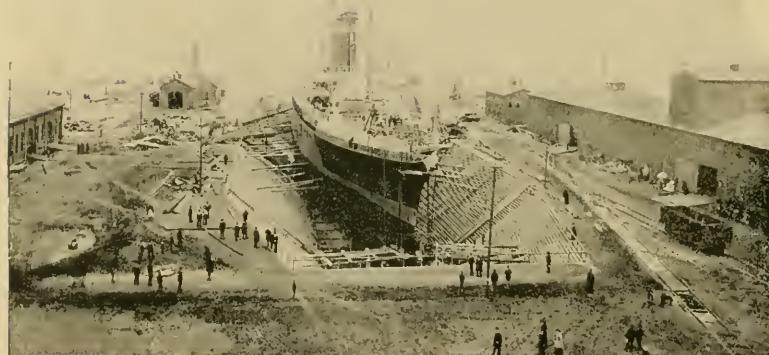
Farmers in the North-western States who are tiring of the meagre results obtained from their labor are



[ "This great shipbuilding establishment with its substantial and conveniently arranged buildings is the finest in the world." ]

now looking with longing eyes to the South, where they may escape the long

and rigorous winters and secure advantages obtainable in a more genial climate. Newport News and vicinity offer unusual attractions in this particular, and will not be overlooked in the coming exodus. One of the needed accessories to a prosperous town is an ample water supply; this has been provided at Newport News, water works costing over \$500,000 have been constructed, and over ten miles of street mains have been laid, through which an abundance of good water is furnished at fair rates.



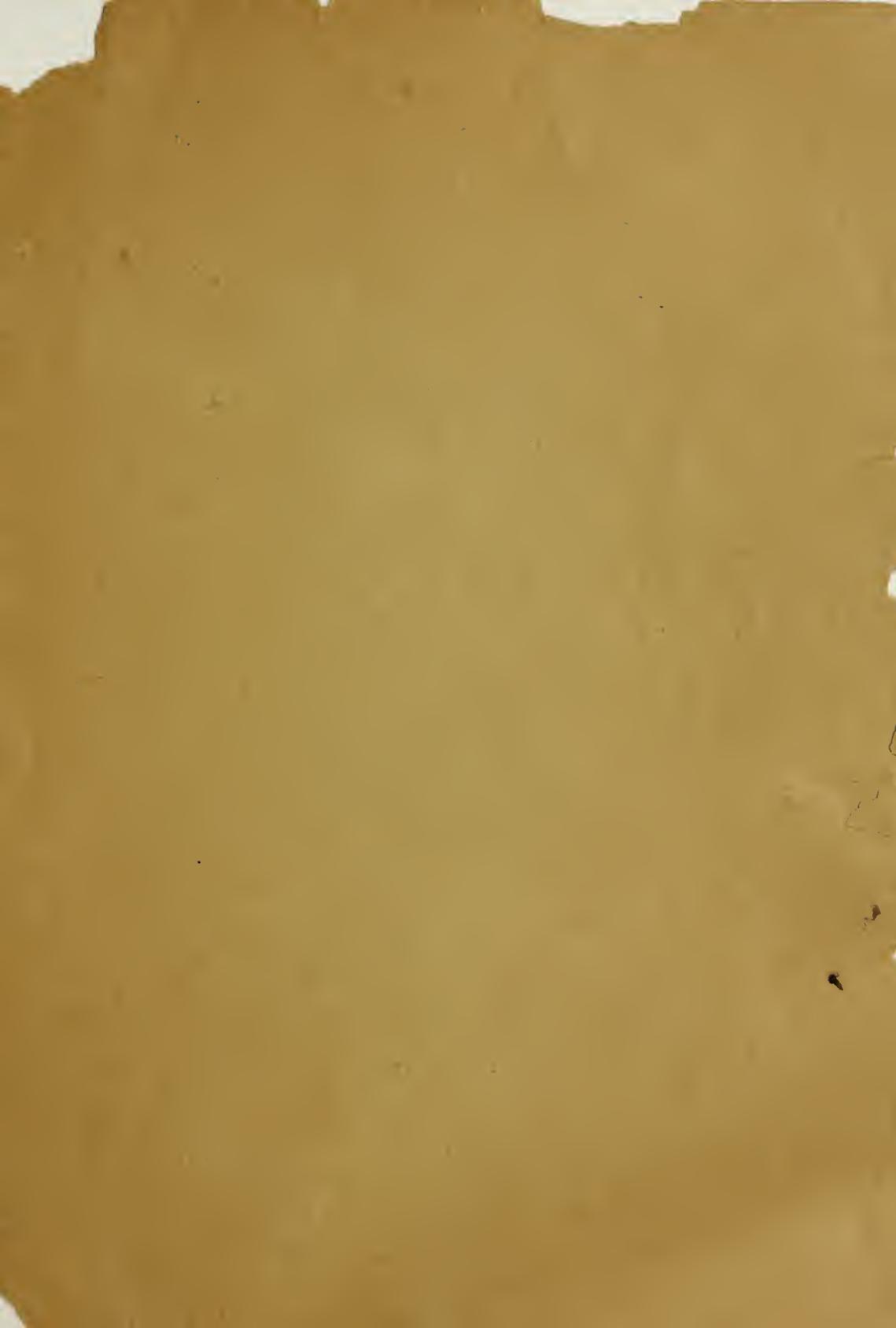
[ "The great dry dock in the center of the works was the only one this side of the Atlantic in which it was possible to repair the great steamship 'New York.'" ]

The tourist should not pass by Newport News, for here he can be comfortably cared for in Hotel Warwick, which is built of brick, and handsomely furnished. Many things of interest will be found around Newport News by the traveller, seek as



[ "At these works the dynamite cruiser 'Nictheroy,' a 5,000-ton steel steamship, 406 feet long and 48 feet beam, afterwards prominent in the Brazilian Rebellion, was built in seven months." ]

he may to dwell in the past historic reverie, or get in touch with the throbbing industry of the present day.



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